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CANADIAN PACIFIC RAILWAY

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A

TIME-TABLE

WITH NOTES

OF THE

WESTBOUND TRANSCONTINENTAL TRAIN

THE GREAT LAKES ROUTE

AND THE

TORONTO AND CHICAGO LINE

SECOND EDITION

MONTREAL

AUGUST 1887



ND EDITION.

TO THE WEST.

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# CANADIAN PACIFIC RAILWAY

## TIME TABLE, WITH NOTES

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### QUEBEC LINE

Eastern Division—Quebec to Montreal: 172 Miles

Miles from Mont'l	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
172	3.00 P. M.	<p><b>Quebec</b>—Population 75,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river (1534), spent a winter at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. A few years later the headland was fortified, and, as the settlement grew, the fortifications were enlarged until Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759.—No city in America is so grandly situated, or offers views from its higher points so diversified and lovely. In the "upper town," on the highlands, the public buildings, churches, best business blocks, hotels and schools are found, and here the English and modern part of the town has outgrown its antecedents. The "lower town," near the water, abounds in irregular, narrow streets, quaint old houses, and is the commercial quarter of the town.—The commerce of Quebec began with the fur trade, and this remains an important element. Enormous transactions in lumber go on here annually. The whole lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre.—The suburbs of Quebec are remarkably interesting in scenery, history, and opportunities for sport, especially fishing.—The railways leading here, other than the Canadian Pacific, are the Grand Trunk, the Intercolonial, the Quebec Central, and the Quebec and Lake St. John. Transatlantic steamers of the Allan, Beaver and Dominion lines land here in summer, and local steamers depart for the lower St. Lawrence and Saguenay rivers. Extensive docks, warehouses, &amp;c., incidental to the terminal facilities of the Canadian Pacific Railway, will be noticed; passengers from Europe landing immediately at the railway station, where assistance concerning customs regulations, exchanging tickets, and forwarding personal effects, is rendered by the company's agents.</p>	
168	3.07	<p><b>Lake St. John R'y Junction</b>—Junction with Q. &amp; L.-St.-J. R'y for Lake St. John and the upper Saguenay.</p>	
164		<p><b>Lorette</b>—Originally a settlement of Christianized Huron Indians, with celebrated cascade scenery and fishing.</p>	
158		<p><b>Belair</b></p>	
146	3.40	<p>† <b>St. Jean de Neuville</b></p>	<p>Villages of French Canadian farmers and lumbermen, whose houses are picturesque and customs widely different from those of their English neighbors.</p>
142		<p><b>St. Bazile</b></p>	

† Flag Station.

§ Refreshment Station.



## § Refreshment Station.

Miles from Mont <sup>l</sup>	Trans-Contin <sup>l</sup> Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
136	3.55	<b>Portneuf</b> —Pop. 2,200.	Factories of wood-pulp and paper.
133	P. M.	<b>Deschambault</b>	Stations for French agricultural parishes. Many rivers afford power for mills and factories, devoted principally to paper-making and wood-working. Churches and schools abound. Fishing and Fall shooting good toward the head of the streams.
129		<b>Lachevrotiere</b>	
126		<b>Grondines</b>	
119	4.22	<b>Ste. Anne de la Perade</b>	
114		<b>Batiscan</b>	
107		<b>Champlain</b>	
97	5.00	<b>Piles Junction</b> —Junction for branch line to GRAND PILES, 22 m. north, up the St. Maurice. Quantities of lumber and produce come down this river, which is noted for its fishing. At Shawanegan, (21 m.) the river falls 150 feet.	
94	5.05 } 5.10 }	<b>§ Three Rivers</b> —Population 10,000. At the mouth of the St. Maurice, and at the head of tidewater in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. The chief buildings are the Roman Catholic cathedral, the courthouse, the Ursuline convent, St. Joseph's college, and the Episcopal and Wesleyan churches. Besides the daily boats of the Richelieu line, several steamers ply to adjacent river villages. The chief industry is the shipment of lumber. The Dominion government has expended \$200,000 in improving the navigation on the St. Maurice, and over \$1,000,000 has been invested in mills and booms above. There are large iron-works and machine-shops here, where stoves and car-wheels are made in great numbers from the bog-iron ore of the vicinity.	
86		<b>Pointe du Lac</b>	French villages. The St. Lawrence expands here into Lake St. Peter. Getting out timber and fuel occupies people in the winter. <i>St. Leon Springs</i> , near Louiseville, is a popular watering place, and medicinal resort.
79	5.23	<b>Yamachiche</b>	
74	5.42	<b>Louiseville</b>	
70		<b>Maskinonge</b>	
64	6.00	<b>St. Berthelemi</b>	
61		<b>St. Cuthbert</b>	
56	6.10	<b>Berthier Junction</b> —Branch line to the port of BERTHIER.	
48		<b>Lanoraie</b> —A river landing two miles distant.	
48	6.26	<b>Joliette Junction</b> —Branch line to JOLIETTE, 7 m., and to ST. FELIX DE VALOIS, 17 m., northward.	
42		<b>La Valtrie Road</b>	Populous and prosperous French villages, cut up into small farms, and frequented in summer by sportsmen and city visitors. Artists would find sketching subjects plentiful.
39		<b>L'Assomption</b>	
35	6.48	<b>L'Epiphanie</b>	
27		<b>St. Henri de Mascouche</b>	
23	7.10	<b>Terrebonne</b>	Suburbs of Montreal. The "North Shore" line, or Quebec Division, unites with the main line of the Canadian Pacific at <i>St. Martin's Jc.</i> , and, curving around the rear of Mount Royal, enters the city along the water-front.
17		<b>St. Vincent de Paul</b>	
13	7.32	<b>*St. Martin Junction</b>	
10		<b>Sault aux Recollets</b>	
5	7.47	<b>Mile-end</b>	
2	7.55	<b>Hochelaga</b>	
	ARRIVE		
0	8.00 P.M.	<b>Montreal</b> —Terminus at the Quebec Gate station, Dalhousie square, whence horse-cars lead to all parts of the city, and where cabs and omnibusses will be found waiting.	

\* Passengers for the westbound transcontinental train change cars at this station,

† Flag Station.

# TRANSCONTINENTAL ROUTE

Eastern Division—Montreal to Port Arthur: 993 miles.

Miles from Mont <sup>l</sup>	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
0	8.20 P. M.	<b>Montreal</b> —Population (with suburbs) 250,000. The city stands upon an island formed by mouths of the Ottawa. It was visited in 1634 by Jacques Cartier, who found the Indian village of Hochelaga on its site, at the base of Mount Royal, now the city's park. A fortified trading post was established here a century later, called <i>Ville Marie</i> , and was the last point yielded by the French in 1763. Settlements accumulated about this post, and a city rapidly grew up; about three fourths of the population at present are of French descent. The building of the canal about the Lachine rapids, just above the city, and the growth of railways and commerce, caused Montreal to increase, until it became the metropolis of the Dominion. Here resided the governors of the old fur companies, and the fur trade has always occupied a prominent place in the city's commerce. In summer, great numbers of steamships and sailing vessels ascend to Montreal, which is one of the best harbors, as well as most thoroughly furnished warehouse-ports, in the world. The city is built almost entirely of stone, possesses imposing public buildings, churches and institutions, and many handsome residences, and is provided with superior hotels. Its suburbs are quaint and beautiful, and the neighborhood abounds in objects of interest. Steamships of the Allan, Dominion, Beaver and other lines run to Europe; and steamers connect Montreal with all the river and lake towns. The new cantilever bridge of the Canadian Pacific at Lachine, 10 miles above Montreal, gives an independent outlet for its trains to Boston, the White Mountains, Portland and all parts of New England. Over the Victoria bridge, the trains of the Central Vermont and Delaware and Hudson Canal Co's railroads connect Montreal with southern New England and New York.	
2	8.27	<b>Hochelaga</b>	Suburbs. At <i>Hochelaga</i> are shops and the stock yards of the Can. Pac.
5	8.35	<b>Mile-end</b>	R'y., and extensive mills.
9		<b>Sault aux Recollets</b> —Rapids of the Riviere des Prairies, where a Recollet priest was drowned in 1626.	
12	8.52	<b>St. Martin's Junction</b> —Divergence of Quebec Division.	
17		<b>Ste. Rose</b> —French village, frequented in summer by suburban visitors. Crossing of Isle Jesus river.	
20		<b>Ste. Therese</b> —Branch lines for ST. JEROME, ST. LIN and ST. EUSTACHE.	
27		<b>Ste. Augustin</b>	
32		<b>St. Scholastique</b>	
37		<b>St. Hermas</b>	
44	9.42	† <b>Lachute</b> —Pop. 2,000. Fine waterpower, running a variety of factories, especially paper-mills and wood-working industries. Beautiful building-stone quarried here; and a dairy-country in the neighborhood. An interesting sporting region in the Laurentian hills northward.	

EASTERN STANDARD TIME  
(Quebec to Port Arthur)

Where no time is given, this train does not stop.



## § Refreshment Station.

Miles from Mont'l	Trans- Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
49		<b>St. Phillipe</b>	A dairying and quarrying region; population largely English-speaking.
57		<b>Grenville</b>	
59	10.12 P.M.	§ <b>Calumet</b> —Refreshment rooms. The hills near here are rugged, and afford good shooting and trout-fishing. Charming views of the rapids of the Ottawa and Calumet rivers are gained from their summits. Station for CALÉDONIA SPRINGS, eight miles south of L'Orignal, Ont.	
65		<b>Pointe au Chene</b>	Ottawa valley. Farming and dairying between the line and the river. Phosphate and mica mines at various points; also iron ore, building stone and good clays. Excellent shooting in spring along the rivers, and in the fall in the hill regions, which are wooded and rugged. Fishing abundant. The city of Ottawa is seen in the distance as the great lumber-yards of <i>Hull</i> are approached.
74		<b>Montebello</b>	
79		<b>Papineauville</b>	
84		<b>North Nation Mills</b>	
90		<b>Thurso</b>	
94		<b>Rockland</b>	
100		<b>Buckingham</b>	
104		<b>L'Ange Gardien</b>	
109		<b>East Templeton</b>	
114		<b>Gatineau</b>	
118	A.M.	<b>Hull</b>	
120	12.01 Mid't	§ <b>Ottawa</b> —Pop. 40,000. Capital of the Dominion, and in ONTARIO, through which the railway extends until Manitoba is reached.—Ottawa is picturesquely situated at the junction of the Rideau river with the Ottawa. Navigation is interrupted here by the falls of the Chaudiere, whose remarkable cataracts are seen in crossing the river. This gigantic waterpower is utilized, and some of the largest lumber manufactories in the Dominion, are here visible from the bridge; and also the timber-slides, by which the lumber from the upper river passes down without damage into the navigable water below. Close to the city, are the pretty Rideau falls. The city itself stands upon high ground overlooking the falls and the lumber-yards.—The principal places of interest within it are the public buildings, some of which, most prominently the octagonal and buttressed Library, can be plainly seen from the railway. These are of magnificent proportions, and ornate architecture. Rideau Hall, the residence of the governor-general, is two miles distant.—Ottawa is becoming not only the residence of many public men, and attracting a brilliant social circle, but factories of various kinds are accumulating.	
122		<b>Skead's</b>	An agricultural and wood-cutting region, settled by English speaking communities. Bass, pickerel, and pike fishing is always good.
124		<b>Brittannia</b>	
128		<b>Bell's Corners</b>	
134		<b>Stittsville</b>	
143		<b>Ashton</b>	
148	1.10	‡ <b>Carleton Junction</b> .—Divergence of the Ontario Division to Toronto, Owen Sound, St. Thomas, etc. Refreshment rooms. Station for CARLETON PLACE, pop. 3,600.	
155	1.26	<b>Almonte</b>	From Carleton the main line turns northwest and afterwards west, and again seeks the banks of the Ottawa. This is a region cultivated in isolated spots, especially for barley and hay; but chiefly devoted to timber cutting and saw-mills, for which the frequent
158		<b>Snedden's</b>	
163	1.46	‡ <b>Pakenham</b>	
171	2.05	<b>Arnprior</b>	
174		<b>Braeside</b>	
177	2.19	<b>Sand Point</b>	

Miles from Mont'l	Trans- Cont'nl Train	STATIONS—DESCRIPTIVE NOTES.	
	LEAVE		
183		Castleford	rapids of the river give excellent waterpower. At <i>Almonte</i> are woolen mills; and at <i>Arnprior</i> large marble quarries. Opportunities for sport both with gun and rod are excellent. The fishing is best in the many small lakes and in the Ottawa, where mas-kinonge, pickerel, bass, whitefish and perch are common. The largest villages are <i>Renfrew</i> (a brisk place, pop. 2,000, at the terminus of the Kingston & Pembroke R'y), and <i>Pembroke</i> (pop. 4,000) on the historic Allumette lake. The Ottawa is followed westward as far as <i>Mattawa</i> , where the river diverges as it comes down from northward, and then the line strikes westward towards L. Nipissing, north of Georgian bay. The Laurentian hills stand on the opposite bank of the Ottawa, and many rapids and romantic brooks, suggesting good fishing, please the eye. As <i>Mattawa</i> is approached the land becomes rough and strewn with ledges and boulders, which continues for some distance further: the valleys and borders of the many lakes are tillable and fertile, but farmers are few. <i>Mattawa</i> has 1,000 pop. and is the principal distributing point for lumbering supplies. Guides for hunting moose, caribou, etc., can be got here. At <i>Callander</i> the old government lines, which were taken by the Company, terminated, and here the construction of the Canadian Pacific Railway began in 1884.
186	A.M.	Russell's	
189	2.50	Renfrew	
198	3.12	‡Haley's	
205	3.29	‡Cobden	
211		Snake River	
215		Graham's	
219		Government Road	
224	4.12	Pembroke	
234		‡Petewawa	
246	5.00	‡Chalk River	
251	5.13	‡Wylie	
255	5.25	‡Bass Lake	
262	5.44	‡Moor Lake	
270	6.04	Mackey	
274	6.14	‡Rockliffe	
284	6.38	‡Bissett	
297	7.08	Deux Rivieres	
307	7.33	‡Klock	
318	8.01	Mattawa	
330	8.33	‡Eau Claire	
340	8.59	‡Rutherglen	
344	9.07	Callander	
348	9.15	‡Nasbonsing	<u>North Bay.</u> —Railway divisional-point; and terminus of Northern & Northwestern Ry's from Hamilton, Toronto, and the Muskoka Lake country. A port (pop. 1,000) on L. Nipissing, is noted for its fishing (in great variety) and shooting; good hotels exist upon its borders, and it is a favorite summer resort. Choice lands and heavy timber border its shores, and settlement is proceeding.
358	9.32	‡Thorncliffe	
364	9.55		
	A.M.		
	FIRST		
	DAY		
374	10.20	‡Beaucage	
378	10.32	‡Meadowside	
387	10.52	Sturgeon Falls	
397	11.17	‡Verner	
408	11.42	‡Veuve River	
419	12.07pm	‡Markstay	
422	12.15	‡Hillcrest	Quantities of good land await cultivation, but at present getting logs, ties and cordwood is the chief industry. <i>Meadowside</i> is on a reservation of the Nipissing Indians, after whose chief <i>Beaucage</i> was named. <i>Wahnapiatae</i> is near an excellent fishing lake of the same name; and here the country becomes broken and rocky.
431	12.36	‡Wahnapiatae	
436	12.50	‡Romford	
443	1.12	Sudbury—Small station, whence the Algoma branch proceeds westward to Sault Ste. Marie, where it will connect	

§ Refreshment Station.

STATIONS—DESCRIPTIVE NOTES

Miles from Mont'l	Trans-Contin'l Trains	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
	NOON	with routes through northern Michigan and Wisconsin, to St. Paul, etc. This branch runs down the valley of Spanish river, and thence along the coast of Georgian Bay. It penetrates a district of pine, lead and copper. Moose, deer, bears and small game reward the hunter.	
455	1.42	†Chelmsford	Beautiful views across <del>L. Nipissing</del>
461	1.55	†Larchwood	on the left, and of hills and cataracts
467	2.10	†Onaping	on the right. Admirable engineering.
478	2.45	Cartier—A railway divisional point.	
489	3.13	Straight Lake	Westward of <del>Lake Nipissing</del> the line
501	3.34	†Pogamasing	pursues its way through forested
515	4.15	†Metagama	hills for some distance. Large game
532	4.59	Biscotasing	and birds abundant; fishing for trout
549	5.38	Ramsey	and lake-fish excellent. <i>Biscotasing</i>
564	6.15	Woman River	would be a good outfitting point. The
581	6.56	Ridout	people trap fur-bearing animals in
599	7.42	Nemagosenda	great numbers. Minerals abound.
615	8.30	‡Chapleau—Pop. 500.	Railway divisional point, and Hud-
		son's Bay Co.'s post. A rude fire-swept region.	
629	9.09	Pardee	This country was quite uninhabited until the railway was built, and known only to fur-trappers and hunters. The fur trade is still important. <i>White River</i> is a divisional point, and all the neighboring stations are mainly inhabited by French-Canadians. <u>At Heron Bay, L. Superior is first seen;</u> and <u>Peninsula has the first harbor north of Michipicoten.</u> After this the shore of the lake is indented by many bays, penetrating the tremendous cliffs through which the railway makes its way by exceedingly costly and ingenious construction. Many large rivers come down, all fine fishing streams. <u>Jackfish is on Jackfish bay,</u> a well known sporting place.
644	9.47	Windermere	
661	10.31	Dalton	
675	11.07	Missanabie	
681	11.34	†Lochalsh	
694	11.59	Otter	
710	12.42	Grasset	
	MIDN'T		
727	1.26	Amyot	This country was quite uninhabited until the railway was built, and known only to fur-trappers and hunters. The fur trade is still important. <i>White River</i> is a divisional point, and all the neighboring stations are mainly inhabited by French-Canadians. <u>At Heron Bay, L. Superior is first seen;</u> and <u>Peninsula has the first harbor north of Michipicoten.</u> After this the shore of the lake is indented by many bays, penetrating the tremendous cliffs through which the railway makes its way by exceedingly costly and ingenious construction. Many large rivers come down, all fine fishing streams. <u>Jackfish is on Jackfish bay,</u> a well known sporting place.
747	2.25	White River	
763	3.30	Bremner	
776	4.23	Trudeau	
791	5.04	†Cache Lake	
797	5.26	Melgund	
802	5.50	Heron Bay	
811	6.15	Peninsula	
830	7.10	Middleton	
846	8.00	Jackfish	
865	9.20	‡Schreiber—	Railway headquarters for this part of the line,
	A. M.	which crosses many deep and romantic valleys on lofty	
	SECOND DAY	trestles and admirable bridges. Population about 300, chiefly railway employees. Refreshment rooms.	
880	10.00	Rosspport	Splendid scenery, and many ex-
896	10.50	Gravel River	amples of difficult engineering, amid
912	11.37	Mazokama	rocky hills rich in minerals, overlook-
	NOON	ing Nepigon Bay.	
928	12.26	Nepigon—Hudson's Bay post, and station for the sporting district along Nepigon bay, up Nepigon river and tributaries, and Nepigon lake,—all famous for canoeing-opportunities, charming scenery, and large trout and whitefish.	
	P. M.		
946	1.11	Wolf River	Inland stations behind Thunder cape,
961	1.54	Pearl River	on powerful rivers falling into Black
979	2.44	Mackenzie	Sturgeon and Thunder bays. Trout-
	ARRIVE	fishing and deer-shooting.	
993	3.15	Port Arthur—See next page.	

Get up early so as to see the line from Heron Bay Creek.

notice the location of the line at Jackfish Bay.



# Western Division—Port Arthur to Donald: 1,452 Miles

Miles from Mont'l	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
993	14.25*	<b>Port Arthur</b> —Pop. 3,500. Formerly known as Prince Arthur's Landing; on the shore of Thunder bay, and first settled about 1867. The town is prettily situated overlooking the bay, which is a fine open harbor, and has in view the dark cliffs of Thunder cape and Pie island. Since the opening of the Lake Superior section of the railway, it has assumed particular importance as the connecting point between the railway system of the Northwest and the inland water-route of Canada <i>via</i> the great lakes. <u>Extensive wharves have lately been erected, together with enormous docks, huge elevators for grain, and terminal warehouses and stations.</u> There is much pretty scenery in the hills back of the town, while the bay and its islands are adapted to yachting and picnic excursions. A remarkable variety of minerals <u>occurs</u> in the neighborhood, and some valuable silver mines are being developed.—Here come the steamers of the Canadian Pacific line from Owen Sound, while most of the other Lake Superior lines call here, in passing, affording opportunities for voyaging to ports around the whole circuit of the lake.	
		CENTRAL TIME	(Port Arthur to Broadview)
1000	15.10	<b>Fort William</b> —Site of the oldest trading post on L. Superior. Situated at the mouth of the Kaministiquia river, which affords a good harbor. Ft. William is used to a large extent by the Canadian Pacific Railway Company as a distributing point for the immense quantities of coal, lumber and heavy supplies passing over the road or across the lake.	
1011	15.40	<b>Murillo</b>	
1021	16.10	<b>Kaministiquia</b>	
1030	16.35	<b>Finmark</b>	
1049	17.23	† <b>Nordland</b>	
1052	17.35	<b>Dexter</b>	
1058	17.50	† <b>Linkooping</b>	
1069	18.15	<b>Savanne</b>	
1079	18.40	† <b>Upsala</b>	
1089	18.56	<b>Carlstadt</b>	
1097	19.20	† <b>Bridge River</b>	
1109	19.50	<b>English River</b>	
1117	20.10	<b>Martin</b>	
1127	20.35	<b>Bonheur</b>	
1145	21.35	<b>Ignace</b>	
1163	22.18	† <b>Raleigh</b>	
1173	22.45	<b>Tache</b>	
1196	23.40	† <b>Wabigoon</b>	
1203	24.01	<b>Barclay</b>	
1225	24.55	<b>Eagle River</b>	
1235	1.20	<b>Vermillion Bay</b>	
1243	1.40	<b>Gilbert</b>	
1249	1.58	<b>Parrywood</b>	
1266	2.50	<b>Hawk Lake</b>	
1282	3.35	<b>Rossland</b>	
		In the lower valley of the Kaministiquia the land is good, cultivation extensive and new settlements increasing. The railway then strikes westward, through pretty scenery, toward the ridge separating the basin of L. Superior from Hudson's bay, along the old fur-trading canoe-and-stage route to the Northwest. This is a wild and difficult region, rocky and uninviting to the farmer, but with large resources for ties, firewood and certain kinds of timber. Minerals abound and near <i>Savanne</i> are profitable gold mines. The rivers are rich in romantic scenery, and invite canoeists, who can find Indian guides and helpers, and can buy provisions from traders. Deer and other large game range the woods, and ducks throng about the lakes. <i>Ignace</i> is a railway divisional point and <i>Eagle River</i> a good centre for fishing, in a labyrinth of lakes and rivers.	

\* The 24-hour system is in use on the Western and Pacific Divisions of the Canadian Pacific Railway. By this system the A.M. and P.M. are abolished, and the hours from noon till midnight are counted as from 12 to 24 o'clock.

## § Refreshment Station.

## STATIONS—DESCRIPTIVE NOTES

Miles from Mont'l	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
1290	4.10	<b>Rat Portage</b> —A large town at the north end of the <u>Lake of the Woods</u> , on the strip of land lying between that lake and a bay of Winnipeg river, where the scenery is enchanting; thousands of islands, quiet bays, falls and rapids, serve to make up a picture not easily forgotten. It is the centre of a mining district producing gold and other ores. There are very large sawmills here.	
1294	4.25	<b>Keewatin</b>	Rocks and forests as before,—the
1306	5.00	† <b>Deception</b>	"Keewaydin" of the Ojibways; now
1313	5.20	<b>Kalmar</b>	the political district of <u>ALGOMA WEST</u> .
1321	5.40	† <b>Ingolf</b>	At <u>Rennie</u> , near Cross Lake, <u>MANITOBA</u>
1327	5.58	† <b>Cross Lake</b>	is entered. <u>Whitemouth</u> is an important
1332	6.08	† <b>Telford</b>	timber-making station, the connecting
1342	6.31	<b>Rennie</b>	streams and lakes of the interior enabling
1362	7.15	<b>Whitemouth</b>	lumbermen to float
1368	7.29	† <b>Shelly</b>	hither vast quantities of logs. Piles
1378	7.50	<b>Monmouth</b>	of cordwood and ties will also be
1387	8.10	<b>Beausejour</b>	noticed along the track.
1402	8.43	<b>Selkirk, East</b>	Prairie stations near the site of one
1408	8.55	† <b>Gonor</b>	of Lord Selkirk's early colonies. After
1415	9.10	<b>Bird's Hill</b>	the Red river is crossed, Winnipeg comes into view.
<del>1234</del> 1325	9.30	‡ <b>Winnipeg</b> —Pop. 25,000. A magic city of a few years' growth, only a little while back a trading post of the Hudson's Bay Company, but now a handsomely built city, and the capital of Manitoba. "This is the focal point of the Canadian Northwest, a fertile region extending from the Red river for a thousand miles west and fifteen hundred miles north-west, to the mountains of British Columbia,—a region already producing grain and cattle to an enormous extent, and having possibilities beyond the grasp of the most sanguine mind. Interest must give place to amazement on seeing the change that has been wrought in <u>five short years</u> . The massive grain elevators and flouring mills, the well-tilled farms and the numberless herds of cattle, would elsewhere indicate a growth of decades. The many railway lines radiating from Winnipeg, and the <u>twenty miles of well-filled sidings</u> at that point, give evidence of the immensity of the traffic of the country beyond." Two branch lines connect Winnipeg with the United States. The offices and plant of the Western Division of the Canadian Pacific Railway Company are situated here, including stock-yards and extensive repair shops.	
	10.25 10.25am		
	THIRD DAY		
1430	10.47	† <b>Bergen</b>	Valley of the Assiniboine. The swelling
1438	11.06	<b>Rosser</b>	prairie is covered with fields of
1445	11.22	† <b>Meadows</b>	grain, and farm-houses dot the landscape.
1452	11.37	<b>Marquette</b>	Nor is this prairie flat and uninteresting;
1458	11.53	<b>Reaburn</b>	it is diversified with trees along all the
1463	12.05	<b>Poplar Point</b>	water-courses, and is ever changing in color and form.
1472	12.25	<b>High Bluff</b>	
1479	12.50	<b>Portage La Prairie</b> —Pop. 4,000. Market-town of richest part of Manitoba, and intersection of Manitoba and Northwestern R'y. Several industries have been successfully started, viz: paper mills, biscuit factory, flour and oatmeal mills, etc., besides a heavy grain trade.	
	NOON		



Miles from Mont <sup>l</sup>	Trans-Contin <sup>l</sup> Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
1486	13.17	Burnside	A rich wheat district, known as "Beautiful Plains." Carberry (pop. 400) is the foremost place, (refreshment room) and ships nearly half a million bushels of grain annually, drawn from the upper Assiniboine valley southward, and from Pine, Squirrel and other valleys northward, draining into White Mud river.
1494	13.38	† Bagot	
1497	14.12	Austin	
1516	14.36	Sydney	
1521	14.50	† Melbourne	
1529	15.07	‡ Carberry	
1537	15.29	Sewell	
1545	15.45	† Douglas	Brandon—Pop. 4,000. At the crossing of the Assiniboine river. It is the market-town for the country north to Minnedosa, and south to the Turtle mountains. The huge grain elevators and warehouse accommodation will be noticed at the station. The town has abundant churches, schools, and well-furnished shops and factories of local supplies.
1550	15.57	Chater	
1555	15.20 3.20 pm	Brandon	
1564	15.40	† Kemnay	Stations for a grain and stock-raising region. Virden is an intelligent village of amazing growth. Moosomin is the first town in ASSINIBOIA, and the station for the Fort Ellice and the Moose M't'n districts. At Whitewood a new bridge across the Qu'Appelle river (northward) gives an impetus to growth. The trade at all these places is far beyond what their small size would indicate.
1572	16.00	Alexander	
1581	16.22	Griswold	
1588	16.42	Oak Lake	
1603	17.22	Virden	
1620	18.14	Elkhorn	
1634	18.47	Fleming	
1642	19.09	Moosomin	
1658	19.46	Wapella	Broadview—Pop. 600. Divisional station. Refreshment rooms. Prettily situated at the head of Weed lake. The repair shops of the railway give the place a standing, and it advances rapidly under the patronage of several flourishing colonies.
1672	20.17	Whitewood	
1687	21.10	§ Broadview	
1694	21.32	† Oakshela	Station for the Pleasant Hills district, northward, and for a widely cultivated area southward. An Indian reservation close by. The lakes and river-flats of this region furnish excellent wild-fowl shooting, and prairie-chickens abound, with some large game.
1702	21.53	Grenfell	
1709	22.12	Summerberry	
1717	22.31	Wolseley	
1735	23.25	Indian Head	Headquarters of the celebrated Bell farm and of the Qu'Appelle Indian Agency. The Fishing lakes on the Qu'Appelle, 8 miles north, and another beautiful lake, 6 miles south, offer special attractions.
1746	23.51	Qu'Appelle	Pop. 700. Station and supplying point for Qu'Appelle and towns northward in Qu'Appelle and Saskatchewan valley, reached by stages. Land offices and governmental immigration buildings here. The streets are lined with poplar trees, adding to the beauty of this flourishing business point.
1755	24.16	† McLean	Prairie stations. Good shooting in the near vicinity, and farms along the streams northward.
1764	24.44	Balgonie	
1771	1.05	† Pilot Butte	
1779	1.30	Regina	Pop. 800. Capital of Assiniboia, headquarters of the Indian service, and of the Northwest Mounted Police. The government buildings and police barracks are two miles

## § Refreshment Station.

## STATIONS—DESCRIPTIVE NOTES

Miles from Mont'l	Trans- Cont'n' Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
	Regina	northward. The Mounted Police form an uniformed force, about 1,000 strong, stationed throughout the Northwest, at the expense of the Dominion, to keep order among the Indians, and to prevent the selling of liquor, forbidden by law in the territories. These officers board the train at frequent intervals, in order to guard against the importation of contraband liquors.—Regina is in the centre of the largest block of wheat-growing land in the Northwest. It has miles of graded streets, a large reservoir, elevators, warehouses, and a flourishing trade. A railway, projected from here to the populous Upper Saskatchewan valley has already been built 22 miles northward	
1796	2.18	<b>Pense</b>	to Long lake, upon which a steamer
1813	3.00	<b>Pasqua</b>	is running.
1821	3.30	<b>Moosejaw</b> —Pop. 600.	A divisional station; and an important terminus during the construction of the line. Station for Wood Mountain and other districts southward, where soft coal is abundant, and herds of cattle range.
	3 30AM		
1837	4.10	<b>Caron</b>	Settlements scarce, and the prairie
1855	4.55	<b>Parkbeg</b>	(Coteau de Missouri) almost in its original state, yet covered everywhere with greensward, and diversified with lakes and clear streams, the resort of waterfowl, especially at <i>Rush Lake</i> , with other feathered game in astonishing quantities, and the haunt of the antelope. Near <i>Chaplin</i> the Old Wives lakes are skirted.
1866	5.30	† <b>Secretan</b>	
1875	5.52	<b>Chaplin</b>	
1894	6.43	† <b>Morse</b>	
1912	7.28	<b>Rush Lake</b>	
1919	7.45	† <b>Waldec</b>	
1927	8.05	† <b>Aiken's</b>	
1933	8.30	<b>Swift Current</b> —Divisional point; on Swift Current creek, which rises in the Cypress hills and empties into the Saskatchewan. Stage to <i>Battleford</i> (200 m. northward), Ft. Pitt and North Saskatchewan valley, weekly.	
	FOURTH DAY		
1951	9.20	<b>Goose Lake</b>	Water-tanks, and stations for stock-raisers. "The prairie rolls in beautiful low swelling undulations, touching the skyline in graceful curves in one place, and falling gently down to the horizon in another."
1969	10.05	<b>Gull Lake</b>	
1977	10.30	† <b>Cypress</b>	
1988	11.00	† <b>Sidewood</b>	
2008	12.00	† <b>Colley</b>	
2019	12.30	<b>Maple Creek</b> —Post of the Mounted Police, and shipping station for the extensive cattle and horse ranges in the Cypress hills, 15 m. southward, and in northern <i>Montana</i> . Agency of the Blackfeet.	
2038	13.25	<b>Forres</b>	Stopping places opposite Cypress hills.
2051	14.00	<b>Walsh</b>	Formerly noted for buffalo and now a successful cattle-region.
2061	14.30	<b>Irvine</b>	
2074	15.10	<b>Dunmore</b> —Starting-point of the Northwest Coal & Navigation Company's railway westward up the Belly river to <i>Lethbridge</i> and (by stage) to <i>Ft. McLeod</i> . At <i>Lethbridge</i> (109 m.) are extensive mines of soft coal, and a large colliery village. <i>Fort McLeod</i> is a hill-station of the Mounted Police, and the centre of very valuable cattle interests. Bituminous coal is dug near Dunmore, also.	
2083	16.00	<b>Medicine Hat</b> —Pop. 700. At the crossing of the South Saskatchewan (steel bridge, 1010 ft. long). Coal and iron are abundant in the neighborhood; water, inexhaustible	

Miles from Mont'l	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
	Medicine Hat		
2091	16.20	†Stair	wood, plentiful in Cypress hills, 36 m. southward, and climate most healthful. An active business place supplying cattle-ranches and collieries. Divisional point, and repairing shops of the railway. From this point the railway trends northwesterly, following the north slope of Bow river, a tributary of the Saskatchewan.
2098	16.43	†Bowell	
2118	17.40	Langevin	
2136	18.33	Tilley	
2156	19.30	Cassils	
2173	20.17	Lathom	
2189	21.05	†Crowfoot	
2208	22.05	Gleichen	
2224	22.55	†Strathmore	
2242	23.50	Langdon	
2262	1.00	Calgary—Pop. 2,000, altitude 3,388 feet above sea level.	
	Midn't.	Beautifully situated near the junction of the Bow and Elbow rivers, within fine view of the Rockies, and just outside the foothills. <u>Capital of Alberta</u> , post of the Mounted Police, land agencies. <u>Headquarters of the grazing industries and containing the most wealth and finest shops, for its size, of any town in Canada.</u> Some farming, for hay, oats, flax, etc.; roots and vegetables do exceedingly well. Good water-power, little utilized as yet.	
2285	2.20	Cochrane	
2295	2.55	†Radnor	The profile of the Rocky Mountains seen here is extremely irregular.
2303	3.25	Morley	There is no stately line of rounded summits set in orderly array along
2316	4.05	†Kananaskis	the horizon, or evenly serrated chain of peaks; but the sky rests upon a jagged wall, every elevation having some angular and abrupt form quite unlike its neighbor, and the whole seeming a long stretch of ruins rather than a mountain range. By the time Cochrane station is reached, the traveller is well within the rounded grassy foothills and river "benches," or terraces. After leaving Cochrane, and crossing the Bow, the line ascends a grade to the top of the first terrace, whence a magnificent outlook is obtained into the foothills, especially toward the left hand, rising in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys change into broken ravines, and lo! through an opening in the mist, made rosy with early sunlight, we see, far away up in the sky, its delicate pearly tip clear against the blue, a single snow-peak of the Rocky Mountains. . . . Our coarse natures cannot at first appreciate the exquisite aerial grace of that solitary peak that seems on its way to heaven; but, as we look, gauzy mist passes over, and it has vanished." An open, lightly timbered region succeeds. Here is the <u>Stony Indians' reservation</u> ; and a glimpse is caught of <u>Morleyville</u> , their agency village, and of some of their well-tilled farms. "On again we go, now through long stretches of park-like country, now near great mountain-shoulders, half misty, half defined, with occasional gleams of snowy peaks far away
	The Foot-hills		



§ Refreshment Station.

Miles from Mont'l	Trans- Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		<p>before us like kisses on the morning sky. The Kananaskis river flows directly across the pass that leads into the mountains which here begin to close in around us. <u>We stopped at the Kananaskis station, and walking across a meadow, behold the wide river a mass of foam leaping over ledges of rock into the plains below.</u>" (<i>Lady Macdonald.</i>)</p>
2324	4.30	†The Gap	<p>—A rocky gateway, letting the Bow river issue from the hills, beyond which the track turns northward, and ascends the long valley between the Palliser and Front ranges of the Rocky Mountains. A remarkable contrast in appearance between these two ranges will be noticed. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. Now begins a series of visions and experiences beside which all seen before dwindles into insignificance. Five ranges of prodigious mountains are to be crossed before the Pacific coast is reached, and grandeur and beauty now crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.</p>
2329	5.05	Canmore	<p>—Altitude (of station) 4,230 ft. Divisional point. The three lofty peaks on the left, seen as the station is approached, are the Three Sisters. On a hill behind the station stands a group of isolated monumental rocks (conglomerate) curiously weathered out of the softer soil, and widely renowned. "Here the pass we are travelling through has narrowed suddenly to four miles, and as mists float upwards and away we see great masses of scarred rock rising on each side—ranges towering one above the other. Very striking and magnificent grows the prospect as we penetrate into the mountains at last, each curve of the line bringing fresh vistas of endless peaks rolling away before and around us, all tinted rose, blush-pink and silver, as the sun lights their snowy tips. Every turn becomes a fresh mystery, for some huge mountain seems to stand right across our way, barring it for miles, with a stern face frowning down upon us; and yet a few minutes later we find the giant has been encircled and conquered, and soon lies far away in another direction. Mount Cascade is perhaps one of the most remarkable of these peaks. Approaching its perpendicular massive precipice-front, streaked with a thousand colors which glow in the sunshine, we half shrink from what seems an inevitable crash. From this precipice falls a narrow cascade, making a leap of about 1,800 feet. Surely it will presently burst over us! But no; a few minutes later Mount Cascade has mysteriously moved away to the right, and its silver waterfall soon gleams in the distance." (<i>Lady Macdonald.</i>)</p>
2342	5.50	Banff	<p>—Station for the National Park, and the Hot Springs of Banff—a medicinal watering-place and pleasure-resort.</p>

Get up early so as to miss nothing of the scenery from the gap. Most agreeable.

Hotel here

Miles from Mont'l	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES
	LEAVE	
		<p>This park is a tract of many square miles embracing every variety of scenery, charming and wonderful, which the government has already made accessible by many carriage-roads and bridle-paths. In the rivers and lakes trout are plentiful and of a size unheard of elsewhere, and in the hills and forests roam deer, mountain sheep, and goats. The general altitude of the valley is about 4,500 feet. <u>Roads have been built northward to Devil's lake, an extremely deep sheet of water, walled in by tremendous cliffs, and overlooked by that remarkable peak, the Devil's Head, which forms a well-known landmark, since it is visible far out upon the plains.</u> The fishing here is unrivalled, and the scenery grand. In the Bow river, near Banff station, are some beautiful falls and rapids, dropping 60 feet in the course of a few rods. Cottages and small hotels now exist; but the railway is <u>building a very large and elegant hotel, with perfect arrangements for bathing in the spring water, and for all sorts of recreation.</u></p>
	In the National Park.	
	A. M.	
2351	6.10	‡ Cascade,
2360	6.35	Castle M'n—Alt. 4,470 ft.
2368	6.55	‡ Eldon—Alt. 4,720 ft.
2378	7.20	Laggan—Alt. 4,930 ft.
		<p>"Here the Bow river, which we have skirted since leaving Calgary, winds through the wide green plateau, its waters of a dull China blue. About five miles farther on, Castle mountain is before us, standing a sheer precipice 5,000 feet high—a giant's 'keep,' with turrets, bastions and battlements complete, reared against the sky. "As we rise toward the summit, near Stephen, about thirty-five miles further on, the railway's grade gets steeper, tall forests gather round us, and a curious effect is produced by glimpses of snowy spurs and crests peeping through the trees, and of which, though apparently near us, we see no base. This conveyed to me an idea of our elevation." (<i>Lady Macdonald.</i>) —Another writer has this to say of the scenery:—"The Bow river at this point is a swift, deep stream of pea-green water. We follow it through low forest for several miles, and then at <i>Castle Mountain</i> [station] turn to the west, and begin the ascent of the main range. Here comes into view, off towards the north, the first of the great glaciers. It is a broad, crescent-shaped river of ice, bearing all the characteristics of the Swiss glaciers (so far as I can judge from pictures of Swiss glaciers), the further end concealed behind the lofty yellow cliffs that hem it in. You seem to be almost on a level with it, and at the distance of hardly half-a-dozen miles; but it is 1,300 feet above you, and a round dozen miles away, and almost inaccessible by reason of the ravines and rocks and forest which intervene. Down its back flowed in August a meandering stream of blue water. This fell over the front in a fine waterfall, and came to us in a creek as white as milk, which poured into the Bow. The larger river itself drains from the glacier higher up, and its stream at this height is pale with that peculiar chalky tint which melting glaciers have. The forest is not noteworthy until the top of the pass (altitude 5,300 feet) is</p>
	Bow River Valley.	



## S Refreshment Station.

## STATIONS—DESCRIPTIVE NOTES

Miles from Mont'l	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
LEAVE		<p>reached, when the eye looks across miles of magnificent evergreen trees, filling the great depression through which the Kicking Horse stream rushes headlong from cataract to cataract down to the westward, dividing at the summit from the eastern waters in a marshy spot, which supplies moisture that perceptibly trickles right and left to the Atlantic and to the Pacific. A large post is seen at the left of the track, marking the boundary line between Alberta and British Columbia."</p>	
	En-trance to British Columbia.		
2384	7.50		
2387	8.00		
2395	9.10		
	9.10 a.m.	<p>Summit of the Rocky Mountains. <i>Stephen</i> is named after the vast and beautiful mountain, loftiest of the Rocky Mountains in this latitude, to which the honorable name of Sir George Stephen, President of the Canadian Pacific Railway, is attached. This peak is stated to be 8,240 feet above the track. The castellated mass this side of it, which comes into good view on the left, as soon as the summit is passed, is Cathedral mountain. A magnificent picture of snowy peaks, one behind the other, bursts upon the vision across the valley toward the north and west; and the difficulties of the descent begin. "We saw the <u>little stream</u> gradually diminishing as we ascended towards the lake, and now on the other side we see another <u>little rill</u> running out of a swamp and led into an artificial channel. This is the first stream encountered that goes towards the Pacific, and it is one of the heads of the Kicking Horse river. We follow it along, and the little brooklet expands into a creek, and leads us past the Cathedral mountain, broad and snow-covered, its towers and pinnacles resembling some great Duomo. We have pierced the range, and now start downward on the Pacific slope by a steep gradient. An extra locomotive is fastened behind the train, and all brakes put on, so that these, with the reversed engines, retard the descent. Rounding a curve, the tall form of Mount Stephen, with its two surmounting peaks, comes into full view as the outpost on the southern side of the pass, its snowy tops tapering off into a long glacier. The little stream expands into a lake, where wild ducks disport, but the forest fires have blackened all the surrounding surfaces. Winding through the valley is the 'tote road' of the railway builders, a necessary preliminary of the work, but now abandoned. We pass the little station of <i>Hector</i> (named from Dr. Hector, the hero of the 'kicking horse' incident after which the pass was christened by Palliser's exploring expedition, about 1845), which is nestling under the shadow of Mount Stephen. Our little creek has become a mountain torrent, and falls into quite a large lake, from which flows on the right hand the Kicking Horse river. <u>Here begins the great canyon which this stream, with impulsive suddenness, soon carves deep into the mountain side.</u> The river becomes a wild and roaring torrent, leaping over cataracts and dashing down rapids far below us, making a vast fissure in the mountain which the railway has to get down by difficult work</p>	
	B'kfast		
	Summit of the Rockies		
	FIFTH DAY		
	Source of the Kicking Horse.		

Highest point on line

Hotel

Bow River

Kicking Horse River

Miles from Mont'l

Trans-Contin'l Train

STATIONS—DESCRIPTIVE NOTES

LEAVE

At Field.

and skilful engineering....The route is cut out of the great cliffs high up on the sloping side of the canyon, turning and twisting about in the roughest country imaginable to put a railway through. Mountain peaks are seen everywhere with subsidiary valleys between them, each sending out its rushing stream to feed the swelling river that roars over the boulders far below. The views along these are indescribably grand, while their sides are composed of great and small rocks apparently strewn about by some terrific convulsion. Passing under the edge of the Tunnel mountain the railway finally gets down to the bottom of this portion of the canyon, where the river flows with comparative peacefulness into a valley of some breadth. Here, under the edge of the Tunnel mountain, with the river in front and an array of other peaks opposite, the Railway has built a pretty Swiss chalet, as a mountain halting place for tourists. This is Field, 2,395 miles west of Montreal, named from Cyrus W. Field, of New York, who has always been a great advocate of this route."

The most striking view along this stretch is where the line crosses for the second time the Kicking Horse, where the river rushes underneath the railway through a deep and narrow gulch. The traveller here sees a valley coming down from the right, out of a marvelous array of snow-laden and glacier-studded peaks, the most prominent of which (on the opposite side, ahead) is Mt. Field. After passing the tunnel this huge peak comes into plainer view. The hotel at Field (which is the first station in BRITISH COLUMBIA) is an excellent point for stoppage. It is managed by the Company, and well provided in every way.

2402	9.40	Otter-tail—Alt. 3,670 ft.	After leaving the placid flats of
2409	10.03	‡Leancoil—Alt. 3,570 ft.	the Kicking Horse, the line as-
2416	10.35	Palliser—Alt. 3,250 ft.	cends again, crosses the Ottetail

magnificent view.

(whence one of the finest views, backward and off towards the right, is given) and descends to the mouth of the Beaverfoot valley, coming in from the left, where the road makes a short turn to the right, exposing the noble Beaverfoot range at the left. "Thus we enter the lower canyon of the Kicking Horse, the river running suddenly from a broad valley into a steep-banked fissure, through which the railway winds. The canyon narrows, and its sides grow higher, while the river, again a roaring torrent, cuts deeper and deeper into the fissure. The foaming waters sweep with raging speed past great precipices and over rocks and boulders that have fallen directly into the stream-bed. There is hardly room for the river and railway to make their way between the enormous masses of cliff towering far above and almost shutting out the sunlight. The route is cut out of the rocks, and the canyon makes such sharp bends that in several cases to get in a curve that the trains can go around the cliffs have to be tunnelled and the river bridged. This is repeatedly done, the torrent being crossed and recrossed

Canyon of the Kicking Horse.

§ Refreshment Station.

Miles from Mont'l	Trans- Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE	<p>within brief distances. The old 'tote road' is scratched out of the hill-side above, and looks like a most dangerous highway, yet along it all the materials had to be taken before the railway could be built." Finally the canyon ends, and the train rushes through a narrow gateway out into the valley of the Columbia.</p> <p>Here another surprise awaits. The train, escaped from the canyon-walls, rushes at full speed along the base of a ridge, which confronts it on the right, until it swings around its foot toward the north. Then springs into view a magnificent sierra, lifted high against the azure sky. <del>It is the Selkirk range of mountains, lofty, rock-ribbed and glacial.</del> Their base is hidden behind massive folds of foot-hills looking almost black beneath a mantle of spruce, which sweeps far up the sides of even the central cones, intercepted here and there by jutting crags, cut from top to bottom in long lanes mowed year after year by the avalanches, and capped by a chain of summits from whose turrets winter never retreats. And when the afternoon sun is dropping slowly towards it, and the mists of the great valley have risen into light clouds that fleecily veil the cold peaks, they swim in a radiant warmth and glory of color that suggests Asgard, the celestial city of Scandinavian story, whose foundations were laid on the icy pillars of those far northern mountains where the Vikings worshipped.</p>	
2428	11.23	Golden—A small village on the bank of the Columbia river. Much gold mining has been done in the vicinity, and the place is steadily growing in importance. From here the steamer <i>Duchess</i> makes weekly trips (Thursday) to the head-lakes of the Columbia, where there are placer mines. This trip is a novel one, profitable to both sportsman and lover of scenery. From the head of navigation, roads and trails lead over to FINDLAY creek and mining village; and to the agricultural and grazing districts in the KOOTENAY valley.	First view of the Selkirks
2435	11.43	†Moberly House—Site of the oldest cabin in the mountains.	Upper Col- umbia River
2445	12.10' NOON	Donald—End of Western Division. On the bank of the Columbia, here crossed by a steel bridge. This was the headquarters of construction in the mountains. Gold is found along this part of the Columbia, which rises about 100 miles southward, flows swiftly northward 75 miles, turns sharply westward around the northern end of the Selkirks and returns southward along their western base.	



Miles  
from  
Montr'l

Trans-  
Cont'n'l  
Train

## STATIONS—DESCRIPTIVE NOTES

LEAVE

2446 11.20  
12.02  
12.27  
13.15  
1.15  
P. M

Donald—Alt. 2,550 ft.

Beaver

Six Mile Creek

Bear Creek

*first time*

The Columbia is crossed and its western bank followed down to the Gate of the Beaver, into which the line turns sharply to the

left toward Roger's pass through Selkirks. Crossing the Columbia on a fine truss bridge, the railway runs down its margin close under high wooded bluffs, which here rise into the foot-hills of the Selkirks. The banks of the river opposite are also lofty bluffs. Seventeen miles below Donald the Beaver river comes down from the mountains, finding exit through a narrow opening between high rocks, after the manner of all the streams in this region. Up through this gateway the railway turns and follows the gorge of the Beaver for several miles, by means of admirable engineering and through enchanting scenery. It occupies a bed cut into the mountain side, higher and higher above the stream, which is presently abandoned for the side-gorge at the right, down which Mountain creek leaps and dashes, and is passed upon a bridge nearly 1200 feet in length. Beyond, Cedar creek is crossed by a bridge 125 feet in height, and not far west of it is a bridge spanning a rivulet which descends in a succession of foaming cascades, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot *The Surprise*. The principal difficulty in construction along this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down the very steep slopes along which the road creeps. To span these fierce torrents with bridges or culverts which would not be torn away required great skill and a liberal expenditure. Several of the more notable bridges have been mentioned, but the greatest of all crosses Stony creek—a noisy rill flowing in the bottom of a V-shaped channel, cut deeply into the soft rock. To so high a level upon the hillside was the line compelled to attain, that this bridge spans the ravine 295 feet above the torrent—one of the loftiest railway bridges in the world. It is about 750 feet long and cost \$250,000. After crossing this bridge the line follows up the gorge of the insignificant Bear creek, at whose source is the narrow portal, between Mt. Carroll on the south and Hermit mountain northward, which admits to the summit. These mountains are flanked by enormous precipices, down the side of one of which (on the right) pitches a waterfall several hundred feet in height, white and dusty like snow. Mt. Carroll towers a mile in vertical height above the track, so near, so bare, sheer and stupendous, that it impresses one with a sense of the height and majesty of these mountains in a way that perhaps no other single view can do. As this magnificent promontory, whose base is green with abundant foliage and warmth and whose crest is wreathed in clouds and snow, is gradually left behind, the splendid peaks of the massive Hermit mountain (so

PACIFIC TIME FROM DONALD TO THE COAST.

Mts.  
Carroll  
and  
Hermit

*put your watch  
back one hour.*

Miles from Mont'l	Trans-contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
		<p>named from its close resemblance in one aspect to a cowed monk of St. Bernard, followed by his dog) are disclosed, and the upper course of the noble cataract seen below can be traced to its source in the mighty glaciers that surmount The Hermit and his neighbors.</p>	
2479	13.40	Summit of the Selkirk	<p><b>Roger's Pass</b>—Summit of the Selkirks, 4,300 ft. in altitude at the station. The pass was named after Maj. Rogers, by whose adventurous energy and skill it was discovered in 1883, previous to which no human foot had penetrated these fastnesses of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the right forms a prodigious amphitheatre, whose parapet, eight or nine thousand feet above the valley, encircles vast spaces of snow and shelters wide fields of perpetual ice, glaciers beside which those of Switzerland would be insignificant, and so near them that the shining green fissures penetrating their mass can be distinctly seen. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit is chief, are beyond statement, and never to be forgotten by the fortunate man who has seen the sunset or sunrise tinting their battlements, or has looked up from the valley about him at some snow-shower trailing its curtain along their crests, with perchance a white peak or two standing serene above the harmless storm.</p>
2481	14.32	<del>Hotel</del> The great glacier and its hotel	<p><b>Glacier House</b>—Two miles west of the summit the train turns to the left and takes one into view of the greatest of all the Selkirk glaciers, overlooked by the stately monolith named Sir Donald peak, after Sir Donald Smith of Montreal. Facing this enormous field of ice and that crowning summit of the range, whose head is reared a mile and a quarter in vertical height above the track, stands the pretty Swiss chalet which forms a meal-station for passing trains, and a most comfortable stopping place for tourists who wish to hunt or fish or explore the surrounding mountains and glaciers. The great glacier is hardly a mile away, and its forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is entirely practicable, adding sensations of novelty and superiority of size to all those features that attract Alpine climbers in Switzerland. Many other pleasant paths and "improvements" have been made in the neighborhood of this hotel, which offers a luxurious headquarters for mountaineering. Game is very abundant throughout these lofty ranges. Their summits are the home of the bighorn sheep and the mountain goat, the latter almost unknown southward of Canada. Wapiti and deer frequent the lower glades. Bears can always be obtained on the mountain heights. Birds are numerous, and fish throng in the icy streams.</p>
2487	15.05	<b>Ross Peak Siding</b>	<p>Descent of the western slope of the Selkirks, which begins at "the loops" just beyond the Glacier House. "Perhaps," writes Lady Macdonald, "no part of the line is more extraordinary</p>
2496	15.41	<b>Illicilliwaet</b>	
2503	16.06	<b>Albert Canyon</b>	
2513	16.46	<b>Twin Butte</b>	
2524	17.45	<b>Revelstoke</b>	



## STATIONS—DESCRIPTIVE NOTES

Miles from Mont'l	Trans-Contin'l Train	
	The Loops	<p>as evincing daring engineering skill, than this pass, where the road-bed curves in <i>loops</i> over trestle-bridges of immense height, at the same time rapidly descending. In six miles of actual travelling the train only advances two and a half miles, so numerous are the windings necessary to get through this canyon. As I sit looking forward down the pass I can see long trestle-bridges below, and yet <i>on a line</i> with the one we are crossing at the moment! They show above the forest, sharply distinct, so far below, that for a moment my heart beats quickly as I feel the brakes tighten, and the engine bear on with a quiet, steady, slower rush round and down and over, while I look through the trestle-beams into the hurrying foam of waters 150 feet below."</p>
	Illicilliwaet River	<p>The outlet of this glacier is the Illicilliwaet ("swift current") river, and it is by its gorge that the descent is made. The best views are now backward, toward Sir Donald and adjacent peaks, which many judge to be the grandest of all seen. The Illicilliwaet is a stream of no great size, but of course turbulent, whose water is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along, especially backward. Half-way down the train skirts the very brink of several remarkably deep canyons, cut like enormous trenches through the solid rock, whose sheer walls rise hundreds of feet on the opposite side, too steeply to let any soil or vegetation cling, and buttress the wooded crags beyond which ranks of glacial mountains are heaped against the sky. <u>The most striking of these canyons is the <i>Albert</i>, where a deep fissure opens in the rocks and the river suddenly drops down a cataract some 200 ft., flowing nearly 300 ft. below the railway, a raging mass of waters compressed into a stream scarcely 20 ft. wide.</u> "This strange chasm twists about, and from the train you have momentary glimpses of the foaming waters far below. When it stops, the passengers rush out to get a better view of the abyss. At another place, nearer the Columbia, there is a second gorge, broader but much similar." After the huge mountain known as the Twin Butte (which has a notch cut in the peak, dividing it into two summits) has been passed, there looms up upon the right the conspicuous and beautiful peak named Clachnacoddin. The Illicilliwaet resembles the other river-passes in guarding its entrance with narrow, rocky portals. Through these, exit is made into the broad plain of the Columbia west of the Selkirk foothills, and Begbie, with its glaciers and snow-fields, Cunningham with its double summit, and a long line of other snowy monarchs in the Gold range ahead, suddenly break upon the vision. "We make our final crossing to the north bank of the Illicilliwaet, which has done such good service in guiding the railway down out of the mountains, and then it rushes away from us</p>
	The Albert Canyon	
	The Gold Range	

§ Refreshment Station.

## STATIONS—DESCRIPTIVE NOTES

Miles from Mont'	Trans- Cont'n'l Train		
	LEAVE		
2524	17.45 3.08 pm.	<p>to end its course in the Columbia. The rows of bordering peaks continue out to the larger river, which flows in a broad stream southward between the ranges past the great Mt. Begbie. The railway crosses the level forest, where the huge cedars have nearly all been burnt, and comes to this little town of Revelstoke."</p> <p><b>Revelstoke</b>—Alt. 1,600 ft. <u>Second crossing of the Columbia</u>, which falls 950 feet between Donald and this point and has here a current of eight miles an hour. This is the supplying point for a large area of gold-mining operations; especially northward toward the great bend of the river around the northern extremity of the Selkirks. Half-civilized Kootenay Indians are likely to be seen here cleverly handling their strangely shaped canoes of birch-bark. The river is here navigable for steamers.</p>	
2533	18.12	<b>Clanwilliam</b>	<p>The Columbia is crossed upon a bridge and trestle-continuation, together one-third of a mile long.</p> <p>Then the ascent of the Gold range begins by moderate gradients and through earth-cuttings to the Summit lake, at the top of Eagle pass, 1,800 feet above the sea. "The railway is laid along a succession of lakes and connecting streams that conduct it through the mountains, and by comparatively easy gradients it gets both up to and down from the pass. The region traversed is a gold-producing section, and prospectors and placer miners are numerous, though there are scarcely any other settlements anywhere in the mountains. The Gold range has some snow-capped peaks, but generally they are much lower than the Rockies or the Selkirks, and have more rounded tops, being composed of loose materials, requiring very little difficult rock-cutting in building the line. The region is a universal forest in the valleys and upon the mountain slopes. . . . The principal lakes in succession are Summit, Victor, Three Valley and Griffin. We go through these forests to the summit of the pass, which is the dividing ridge between the waters seeking the Pacific ocean by the Columbia river and these flowing westward through the Fraser river. At the actual summit there is a long and narrow lake of beautiful clear water surrounded by high mountains. This is the beginning of the Eagle river, and the railway route is cut out of the rocky border of the lake. Its winding shores and overhanging cliffs are very pretty. Then the line follows the Eagle river down the western slope, a succession of long narrow lakes and their connecting streams, the railway seeking one shore or the other as has best presented a feasible line. While the scenery is fine, there is nothing like the startling canyons and terrific engineering seen in the other mountain ranges. . . . Lake after lake is passed, the finest being the Three Valley lake, which stretches three arms into as many gorges. The lakes and streams are full of fish, and thousands of trout and salmon can be seen swimming in their clear waters, a great temptation to the angler. It is in this attractive region that we pass a</p>
2541	18.36	<b>Griffin Lake</b>	
2553	19.06	<b>Craigellachie</b>	
		Summit of the Gold Range.	
		Eagle Pass Lakes.	

## STATIONS—DESCRIPTIVE NOTES

Miles from Mont'l	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
	Driving the last spike.		
2568	19.50	<b>Sicamous</b>	The London <i>Times</i> recently described this part of the road most excellently: "The Eagle river leads us down to the Great Shuswap lake, so named from the Indian tribe that lived on its banks and who still have a 'reserve' there. This is a most remarkable body of water. It lies among the mountain ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. These arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and capes, give beautiful views. The railway crosses one of these arms by a drawbridge at <i>Sicamous</i> narrows, and then goes for a long distance along the southern shores of the lake, running entirely around the end of the Salmon arm. For fifty miles the line winds in and out the bending shores, while geese and ducks fly over the waters and light and shadow play upon the opposite banks. This lake with its bordering slopes gives a fine reminder of Scottish scenery. The railway in getting around it leads at different, and many, times towards every one of the thirty-two points of the compass. Leaving the Salmon arm of the lake rather than go a long and circuitous course around the mountains to reach the Southwestern arm, the line bodily strikes through the forest over the top of the intervening ridge. We come out at some 600 feet elevation above this 'arm,' and get a magnificent view across the lake, its winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson river. The remainder of the route follows the valley of this stream, which gives as pretty a sight as one would care to see of a rich pastoral valley enclosed between mountain ridges. The Shuswap Indian reserve shows some signs of settlement and cultivation between the river and the lake on an extended stretch of lowland bordered by forests. The Indians of British Columbia are said to make better labourers than most of those on the plains, when they will work. They make excellent herdsman and shepherds on the ranches in these luxuriant valleys, and their little settlements are scattered at intervals along the river wherever they can pick up a livelihood.
2587	20.45	<b>Salmon Arm</b>	
2595	21.03	‡ <b>Tappen Siding</b>	
2604	21.32	‡ <b>Notch Hill</b>	
2620	22.12	<b>Shuswap</b>	
2636	22.52	<b>Ducks</b>	
			<p>The Thompson river broadens into the Little Shuswap lake, and the route is cut out of the hillside on its southern bank. Then the valley broadens, and the eye that</p>

The  
Shus-  
wap  
lakes.



## § Refreshment Station.

Miles from Montl	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE	<p>has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, haystacks, and good farmhouses on the level surface, while herds of cattle, sheep, and horses roam over the valley and bordering hills in large numbers. This is a ranching country extending far into the mountain valleys west of the Gold range on both sides of the railway, and is one of the garden spots of British Columbia. . . . The people are comparatively old settlers, having come in from the Pacific coast, and it does one's heart good, after having passed the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages, with the evidences of thrift that are all around."</p>	
2653	23.42	Thompson Valley	<p><b>Kamloops</b>—Pop. 1,000. Divisional point, and principal town in the Thompson River valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 100 miles northward, and here joins the main stem, whence the the name, which is an Indian word meaning a river-confluence. It is a beautiful spot. "The broad valley is intersected by another coming into it at right angles. The rivers flow over the plain and finally join. There is both a background and a foreground of bordering hills, and the town stretches along a single street at the edge of the river. At either end the Chinese have set up their special little towns, while the English residents occupy the centre. The railway track enclosed with planks runs along the middle of the street, and this is the foot-walk and promenade. Little steamboats are on the river, and saw-mills are briskly at work." The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious bunch-grass.</p>
2661	24.10		<p>† <b>Tranquille</b></p>
2667	24.30		<p><b>Cherry Creek</b></p>
2678	1.09		<p><b>Savonas</b></p>
2684	1.30		<p><b>Penny's</b></p>
2698	2.19		<p><b>Ashcroft</b></p>
2713	3.12		<p><b>Spatsum</b></p>
2725	3.54		<p><b>Spence's Bridge</b></p>
2731	4.18		<p><b>Drynock</b></p>
2747	5.14		<p><b>Lytton</b></p>
2753	5.38		<p>† <b>Cisco</b></p>
2763	6.16		<p><b>Keefer's</b></p>
SIXTH DAY		<p>Below Kamloops the Thompson enters a series of canyons, leading to the great gorges of the Fraser river, into which it pours at <i>Lytton</i>. "Startling as was the ride through the Rockies and Selkirks, the carving out of the line upon the steep banks of the deep and winding canyons of the Thompson and Fraser rivers has also called for great engineering skill, and gives for hundreds of miles a succession of superb scenes and magnificent displays of the art of successful road-making. . . . It is at the Kamloops lake, a beautiful sheet of water into which the Thompson river widens just below the town, that the fine scenery of the canyon begins. This lake is about 20 miles long and a mile or two wide. The river above it meanders in careless crookedness through a valley that is enclosed by parallel ridges of round-topped, furrowed, and water-worn hills, the bottom-lands making a good grazing country, with many herds of cattle. The lake spreads across this valley, the bordering hills, however, changing to towering rocks, which become higher as the moun-</p>	
		Kamloops Lake	

Miles from Mont'l	Trans- Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES
Thomp- son Canyon	At Savonas	<p>tain range is entered. They bear no timber, and the sombre aspect of the cliffs, with the parched brown vegetation, contrasts sharply with the bright green waters. The railway has to be carried on ledges and through tunnels on the southern bank, the views over lake being beautiful as the route winds in and out, now piercing a tunnel and now hung upon a bridge over some great fissure. A half-dozen rocky ridges stretch across this lake, and have been broken through by the waters, so that it presents a series of high promontories and intervening bays. The little village of <i>Savonas</i> [where the Government's line ended and the C. P. R. construction eastward began] is at the foot of the lake, and below this the gorge narrows and the Thompson river flows out with swift current towards the sea, plunging with mad pace over the successions of rapids at the bottom of the canyon. This canyon broadens and narrows as the mountain chains approach or recede, and the railway is carried high above the river on the southern side. Where the bottom lands spread out the river winds through them, leaving flats or bars. It is on these and the sandy outflows of the mountain streams which fall in, that much gold has been found, and both here and on the Fraser river can be seen the gold hunters shaking their "cradles" to wash the sand from the gold dust. In the bottoms and on the hills along this river, until the gorge runs too far into the mountains, the grazing is good, and there are evidences of some settlement, with cattle herds and horses feeding on the 'bunch grass,' which looks in its dried condition like so much hay. Below this part, however, the rocks become too steep to permit of much habitation. A light bridge deep down in the canyon, thrown across the Thompson river where several roads come together out of the mountains, gives a name to the station of <i>Spence's Bridge</i>. . . . As the Thompson river canyon gets further into the mountains the gorge becomes deeper and narrower and the scenery even more grand. The hills are denuded of trees, but some shrub-timber grows in sheltered parts of the valleys. The river becomes a wild torrent. The railway has a difficult route, is laid high above the water, and crosses a great number of lofty trestle-bridges over the fissures in the sides of the canyon, while it has to pierce cliff after cliff through tunnels. The sides of the gorge in most places are precipitous, making it impossible to get down to the water's edge. A wagon road is cut into the precipice along the top, high above the stream, and here are seen a party of Indians with their ponies, moving their household goods on the animals' backs. But it seems perilous navigation to go along such a roadway in such a dangerous place, entirely unprotected from falling far down into the abyss below. Then the canyon gradually winds its way into the mountains and approaches the highest peaks, some with snow-rifts on their summits, which border the canyon of the Fraser river. And finally we come to <i>Lytton</i>, a town started by a colony of gold-</p>
Gold Wash- ing.	The Thomp- son canyon.	
Lytton.		



## § Refreshment Station.

Miles from Mont'l	Trans- Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
	Cliffs and gorges of the Fraser	<p>miners at the junction of the two rivers. . . . .</p> <p>"The Fraser river is the chief watercourse of British Columbia, rising in the northern portion of the Rockies, and flowing for about 500 miles before it begins to break through the mountains on its way to the strait of Georgia. It passes Lytton as a full stream with rapid, turbid current, which, when the Thompson river is added, becomes much larger and at times a foaming torrent. It flows through a deep and rocky gorge, but with the slopes and bottoms better timbered than the Thompson River valley. The scenery is, if anything, on a grander scale, and the huge rocks that have fallen into the water have been worn by the action of the elements into forms like towers, castles, and rows of bridge-piers, with the swift current eddying around them. The cliffs that encompass the river rise for thousands of feet, and in many places stand up like solid walls, or jut out, and almost bar the passage. <u>A pair of such protruding promontories is used by the railway to cross the river on a fine iron bridge [the cantilever bridge near Sisco], but it has to tunnel one of the cliffs to secure a safe route on the opposite bank.</u> The great number of mountain torrents coming in, and the rocky buttresses that intervene, make the railway for miles a succession of tunnels and trestle-bridges, most costly to construct, and compel endless bends to get a practicable route at all. These obstructions narrow the channel so that the river runs at race-horse speed. Clouds encompass the higher peaks and float along in the canyon while the water boils below. There are intervals, however, when the valley broadens sufficiently to permit a nook where an acre or two of comparatively level land gives a chance for brief cultivation."</p>	
	The bridge at Cisco		
2774	7.30	<b>North Bend</b>	Divisional point; refreshment rooms. Here is a large tourists' hotel, managed by the company.
2789	8.20	<b>Spuzzum</b>	
2801	9.00	<b>Yale</b>	Yale is the head of steamer navigation, and an outfitting point for miners and ranchmen northward.
2815	9.36	<b>Hope</b>	It has about 1,200 population, and occupies a level flat under fine cliffs.
2823	10.00	<b>Ruby Creek</b>	Hope is a similar, but smaller town.
2833	10.24	<b>Agassiz</b>	Both were founded 25 years ago; and the waggon-road seen here and below
2842	10.46	<b>Harrison</b>	was built by the government of British Columbia, at vast expense, as an
2851	11.08	<b>Nicomen</b>	
2861	11.32	<b>Mission</b>	
2871	11.56	<b>Wharnock</b>	
2879	12.17	<b>Hammond</b>	
	Near- ing the coast	<p>avenue to the Cariboo gold diggings toward the head of the Fraser, where there are now many flourishing settlements. "The Fraser River canyon below Yale becomes more of a valley, and its course changes from south to west. There is better cultivation and settlement, but the mountains still overhang us, and the route to the coast is encompassed by them and laid through an almost unbroken forest. On leaving the dry and arid region of the mountains for the more genial climate of the coast, there is brighter foliage and more luxuriance. The ridges separate and the river broadens, flowing with gentler current now that it has plenty of room.</p>	

## STATIONS—DESCRIPTIVE NOTES

Miles from Mont'l	Trans- Contin' Train	
	LEAVE	
		Then it seeks different channels, and flows into the Georgian strait, with two outlets, its delta embracing a vast surface of rich agricultural land capable of high cultivation. Its shores are moderately settled, but could easily support a much larger population."
2887	12.40	<b>New Westminster Junction</b> —Divergence of branch to NEW WESTMINSTER, an old and important seaport in the populous and fertile Fraser delta; distance, 8 miles.
2891	12.51	<b>Port Moody</b> —At the head of Burrard inlet, in the midst of forests of gigantic trees. This was the provisional terminus of the road, and has an excellent harbor, but there are dangerous narrows between it and the open strait, which made the lower harbor of the inlet, at Vancouver, the present terminus, far superior as a commercial port.
2906	ARRIVE 13.30 Noon	<b>Vancouver</b> —Pop. 5,000. Vancouver, the western terminus of the Canadian Pacific, stands upon the beautiful slope bordering English harbor, near the entrance of Burrard inlet. The town has been built with great rapidity, but the wooden houses first thrown up to afford shelter, are fast giving place to substantial buildings of stone and brick; extensive wharves line the shores, where only two or three years ago the primitive forest swept to the water's edge; while a crowd of shipping and boats, moved by steam and sails, by the sturdy arms of fishermen, lumbermen and settlers, or under disciplined strokes of a man-o'-war's crew; together with dozens of Indian canoes of all shapes and sizes, some paddled by men and others by squaws, with a cargo of furs, fish, vegetables and children, or simply steered with a carved paddle while the breeze fills their sails of bark-matting, combine to make a scene of lively animation off shore. The shores of Burrard inlet elsewhere has several settlements and timber-mills; and one pretty town with white-painted houses and a neat church is an Indian mission-station, of some 300 people. Vancouver is a calling-port for most of the coast-wise steamers, and port of departure for steamers to Japan and China. On the arrival of the train a steamer departs for Victoria, on Vancouver island,—a ferriage of eight hours through the beautiful archipelagos of the gulf of Georgia and Puget sound.
	Bur- rard Inlet	
2990	21.00 9.00pm	<b>Victoria</b> —Pop. 12,000. Capital of British Columbia, situated at the southern extremity of Vancouver island. It has a lovely site, and its mild climate is healthful. English people and manners predominate, in contrast with "Western" abruptness, Chinese picturesqueness and Indian squalor. Esquimault harbor (2 m.), is an Imperial naval station, and the rendezvous of the North Pacific fleet. This is Beacon Hill park, overlooking the straits of Fuca and the Olympic mts., and many fine drives make the place one of the most interesting in Canada.—Victoria does a large business in naval supplies, general merchandise, fish, coal and timber. A railway extends thence to the coal and farming districts near Nanaimo on the western coast of the island.

### Steamships on the Pacific Ocean

Steamships of the Canadian Pacific line, depart from Vancouver every three weeks for Japan and China, according to the appended table. These are fast steamers heretofore in the service of the Cunard line. Their route is shorter by 800 miles than the steamers from San Francisco. The trip will require only 12 to 15 days to Yokohama, and 17 to 20 days to Hong Kong. At Yokohama, connection is made for all other ports in Japan, eastern China and Corea; and at Hong Kong for Sydney, Melbourne, Auckland, Levuka, Batavia, Calcutta and the East Indies, and Australasia generally.—In addition to the Japan line an extensive coast-service has been provided, at Victoria, where daily connection is made by prompt steamboats and railroads for all the sea-ports, towns and farming districts in Washington Terr. and Oregon, U.S.A. Once a week or oftener, steamers depart from Vancouver or Victoria to San Francisco, where connection is made for the Sandwich Islands and Australia, southern California, Mexico and South America. Once a fortnight, a steamer leaves Vancouver for Alaska, traversing a region of magnificent scenery. The course is wholly within narrow and intricate, but deep and safe, channels, affording a constant succession of magnificent scenery.

#### INTENDED SAILINGS OF TRANS-PACIFIC STEAMSHIPS

Name of Steamships	WESTBOUND.				EASTBOUND.			
	VAN- COUVER Leave.	YOKOHAMA		HONG KONG Arrive.	HONG KONG Leave.	YOKOHAMA		VAN- COUVER Arrive.
		Arrive.	Leave.			Arrive.	Leave.	
PORT VICTOR.....	Oct. 4	Oct. 21	Oct. 23	Oct. 30	Aug. 25	Sept. 3	Sept. 14	Sept. 29
PARTHIA.....	Nov. 4	Nov. 21	Nov. 23	Nov. 30	Sept. 29	Oct. 10	Oct. 13	Oct. 28
BATAVIA.....	Nov. 20	Dec. 7	Dec. 9	Dec. 16	Oct. 15	Oct. 26	Oct. 29	Nov. 13
ABYSSINIA.....	Dec. 15	Jan. 1	Jan. 3	Jan. 10	Nov. 11	Nov. 20	Nov. 23	Dec. 8

And at about equal intervals thereafter.



# ONTARIO AND LAKES ROUTE

By Rail from Montreal to Toronto and Owen Sound; and by  
Can. Pac. Steamship Line from Owen Sound to Port Arthur

Miles from Mont'l	Toronto Express.	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
0	8.30p.m	<b>Montreal—Quebec Gate Station.</b>	
7	8.59	† <b>Lachine Bank</b>	Pretty French villages along the St. Lawrence, whose excellent facilities for boating and convenience to the city make them favorite summer resorts for Montreal business men and their families. At St. Annes will be noticed the fine bridge enabling the train to cross the river, which is here broken up by numerous small islands. Much historical interest is associated with the names of St. Annes and Vaudreuil.
10	9.04	† <b>Dorval</b>	
13	9.09	† <b>Valois</b>	
15	9.14	† <b>Beaconsfield</b>	
20	9.24	† <b>St. Annes</b>	
24	9.31	† <b>Vaudreuil</b>	
35	8.51	† <b>St. Clet</b>	
40	10.03	† <b>St. Polycarpe</b>	
46	10.15	† <b>Dalhousie Mills</b>	
54	10.29	† <b>Green Valley</b>	
63	10.45	† <b>Apple Hill</b>	
68	10.56	† <b>Monklands</b>	
73	11.05	† <b>Avonmore</b>	
79	11.16	† <b>Finch</b>	
87	11.29	† <b>Chesterville</b>	
93	11.39	† <b>Winchester</b>	
101	11.53	† <b>South Mountain</b>	
108	11.07	† <b>Kemptville Junc.</b>	
119	12.29	† <b>Merrickville</b>	
128	12.45	<b>Smith's Falls Jc.</b> —Divergence from main line, of the Brockville branch, Canadian Pacific Railway.	
135		<b>Pike Falls</b> —Waterpower-point in the Rideau river.	
141	1.17	<b>Perth</b> —Pop. 4,000. A stirring farming centre of Scotch and Irish people mainly. Considerable milling is done. In the neighborhood, quarries of fine white free-stone and phosphates are worked.	
149		<b>Bathurst</b> —Farming station, near Christie's lake.	
156		<b>Maberly</b>	With Kingston and Pembroke Ry., for KINGSTON, on L. Ontario, 46 m. southward. Sharbot lake, about 8 miles in length, is here crossed by the railway at the narrows. Excellent fishing, fair hotel accommodation.
167	1.59	<b>Sharbot L. Junc.</b>	
176	2.20	<b>Mountain Grove</b>	Thinly settled Laurentian hills, rivers and lakes, inviting to the tourist and sportsman. Timber, fine building stone, iron and other minerals abound, and water-power is available everywhere. <i>Tweed</i> is on the Moira, an important lumbering stream. At <i>Ivanhoe</i> , charcoal is made. At <i>Central Ontario Junction</i> , the Cent. Ont. Ry. is crossed, and at <i>Blairton</i> the Cobourg and Marmora Ry.; these roads open iron-mining districts northw'd. TRENTON and PICTON are reached by the Central Ontario Ry. At NORWOOD, a flourishing village, a fine farming country is entered.
181		<b>Arden</b>	
192		<b>Kaladar</b>	
200		<b>Sheffield</b>	
208	3.25	<b>Tweed</b>	
217		<b>Ivanhoe</b>	
226	3.58	<b>Central Ont. Jc.</b>	
235		<b>Blairton</b>	
239	4.25	<b>Havelock</b>	
245	4.35	† <b>Norwood</b>	
253		<b>Indian River</b>	



## § Refreshment Station.

Miles from Mont <sup>l</sup>	Toronto Express	STATIONS—DESCRIPTIVE NOTES	
263	5.11	<b>Peterboro</b> —Pop. 8,000. Here the Otonabee river, in the space of 9 miles, rushes down an incline of 147 ft., furnishing waterpower to many mills. "From this point as a centre, a whole realm of wild beauty opens out to the lover of nature, quiet lakes innumerable, flashing waterfalls, sparkling streams abounding in fish and game. This is the place where the Rice-lake canoe was invented, in which the whole territory can be traversed with few portages. Through this region, down the Trent, came in early times the ubiquitous Champlain from L. Huron, leading the Huron raid into Iroquois-land."	
272		<b>Cavanville</b>	Stations for the quieter landscape and fruitful fields of central Ontario, a richly cultivated grain and fruit producing region. At <i>Myrtle</i> , L. Scugog is reached, and the Whitby and Pt. Perry Ry., is crossed. Glimpses of Lake Ontario are caught southward. Scotch is the predominating nationality in this section.
281		<b>Manvers</b>	
284		<b>Pontypool</b>	
293		<b>Burketon</b>	
302	6.26	<b>Myrtle</b>	
311	6.40	† <b>Claremont</b>	
319		<b>Green River</b>	
327	7.09	<b>Agincourt</b>	
336	7.28	<b>North Toronto</b>	
340	7.43 A.M.	‡ <b>Toronto Junction</b> —Convergence of Canadian Pacific lines from Ottawa and from St. Thomas, with Toronto Grey & Bruce branch to Owen Sound. Refreshments.	
343	7.50	<b>Parkdale</b> —Suburb of Toronto. Here the Canadian Pacific, Grand Trunk, and Northern & Northwestern railways enter the city, crossing upon the bridge at Queen st., the great east and west artery of Toronto and suburbs.	
345	8.00	<b>Toronto</b> —Union Station.	
345	10.45 A.M.	<b>Toronto</b> —Pop. (with suburbs) 110,000. This point was one of the earliest French fortifications against the Indians, and afterwards a trading post and naval station of importance to the English. It is the capital of Ontario, its people are almost wholly English-speaking, and it is mainly devoted to manufacturing and mercantile pursuits. Many railways centre here, and its lake commerce is considerable. A line of boats makes two trips a day to Niagara Falls, and other lines daily trips down the St. Lawrence. In addition to forming the central point for the various Ontario lines of the Canadian Pacific, Toronto is reached by the Grand Trunk Ry., and is connected by the Northern and Northwestern Railway with the agricultural and lake regions of northern Ontario, reaching the Canadian Pacific Railway main line at North Bay, on Lake Nipissing. The city is laid out in streets crossing at right angles; is excellently built; and possesses many interesting features to the tourist. It considers itself the most enterprising community in eastern Canada, but is not wholly given over to commercial ambition. The University of Toronto, and several lesser educational institutions have a wide reputation; the city is well supplied with churches; and possesses several large and valuable libraries and collections of pictures. Its parks and suburbs are beautiful, and opportunities for pleasure-taking in the harbor and surrounding hills are many.	

 WEDNESDAY AND SATURDAY  
(during season of navigation)

Miles from Mont'l	St'mship Express.	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
342		Lambton	Stations on the main line, Canadian Pacific Ry., to Detroit. An agricultural and fruit-raising region, occupying the pretty valley of the Humber river.
344		Islington	
348		Dixie	
350		Cooksville	
353		Springfield	
356		Streetsville—A busy town, supplying most of the milk used in Toronto.	
357	11.45	Streetsville Junction—The steamship express here leaves the main line and passes to the Orangeville branch.	
359		Meadowvale	Stations in the valley of the river Credit, one of the richest in Ontario.
361		Churchville	
365	11.58	Brampton—Pop. 3,500. A brisk town, where the Grand Trunk Ry. is intersected.	
369		Edmonton	Farming and dairying neighborhoods among romantic hills along the Credit river. Woollen mills.
373		Campbell's Cros'ng	
374		Cheltenham	
377		Inglewood—Intersection with N. & N. W. Ry.	
381		Forks of Credit—Picturesque resort for picnic excursions from Toronto, and elsewhere; and famous for its wild berries. The red-stone of these hills is much used in Toronto and other towns. Dufferin lake, near by, is a favorite resort for summer camping, picnics and fishing.	
384	12.34	Cataract—Branch line to ELORA, 27 miles west.	
387		Alton—A pleasant village among the hills.	
389	12.45	Melville Junction—Rejoin main line, Toronto, Grey & Bruce section. This would be more direct from Toronto, but is avoided by northward-bound trains on account of its heavy grades.	
	NOON		
391	1.10	‡Orangeville—Pop. 4,000. A farming centre as shown by the elevators at the station. Refreshment station.	
395	1.18	Orangeville Junction—Branch line to TEESWATER, in the fruitful peninsular region near Lake Huron.	
399		Laurel	A well-cultivated plateau, furnishing lime and building stone. The lakes of this region, especially at Horning's Mills, 4 m. from Shelburne, are noted for extraordinary trout.
403		Crombies	
407		Shelburne	
411		Melancthon	
415		Corbetton	
419		Dundalk—The road has here ascended to the top of the Ontario plateau, about 1,300 ft. above the level of L. Ontario. The soil is suitable for grains, root-crops, and grazing.	
424		Flesherton—A brisk agricultural village. The town of <i>Flesherton</i> is 2 m. east, and <i>Priceville</i> 4 m. west. A little east of Flesherton are the Eugenia falls, and many most picturesque brooks and cataracts, abounding in trout and bass. Shooting good.	
429		Markdale	A rolling, timbered and well-watered region. Fine farming in the valleys. Lumber, cord-wood and tanbark, are exported largely. Scotch and Irish people predominate throughout this neighborhood, which has long been settled. The region is limestoney.
434		Berkeley	
439		Holland Centre	
444		Arnott	
446	3.07	Chatsworth	
451		Rockford	
455		St. Vincent Road	

Where no time is given this train does not stop

## § Refreshment Station.

Miles from Montr'l	Ste'mship Express	STATIONS—DESCRIPTIVE NOTES
459	3.30 P.M.	<p>                                 ½ <b>Owen Sound</b>—Pop. 6,000. Port on Georgian bay for Canadian Pacific steamships. Entered by a long detour eastward, along the edge of the bay, where steep grades bring the line down to the wharves. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The huge elevators and lumber-piles will be observed. The town is situated at the mouth of the Sydenham river at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within a radius of 2 or 3 miles are many pretty waterfalls, among them Ingles falls, and Indian falls. Building stone and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting and fishing in great variety is easily accessible. In addition to the steamships of the Canadian Pacific line for Port Arthur, steamers depart regularly for Collingwood, and all ports on Georgian bay, Manitoulin island, and in the Indian peninsula separating Georgian bay from Lake Huron. Many irregular steamers and sailing vessels call at frequent intervals, taking passengers and freight to and from all the lake ports.                             </p>
	Steam- ship connec- tions.	



## Canadian Pacific Steamships.

The steel steamships ALBERTA and ATHABASCA, of this line, perform a bi-weekly service between Owen Sound and Port Arthur, departing from Owen Sound on Wednesdays and Saturdays, after arrival of the steamship express from Toronto.

These vessels are new and elegant Clyde-built steamships surpassing in speed, safety and comfort, all other steamers on the Great lakes. They each have a gross measurement of nearly 1,800 tons, are 270 feet in length, and complete in every detail. Their furnishing is equal in luxury to that of the ocean steamers, and their table compares favorably with that of the leading hotels of our large cities. They are lighted throughout by electricity, furnished with steam steering-gear, and provided with every appliance for safety.

Miles from Mont'l	Can. Pac. Steam-ships	PORTS—DESCRIPTIVE NOTES	
459	LEAVE	<b>Owen Sound</b> —The course of the departing steamer is laid down Georgian bay, with the wooded shores of Indian peninsula on the left, and many pretty islands in view. During the night the steamer passes out into L. Huron, and by morning approaches Detour channel, where land is close at hand on either side. After passing through several small and exceedingly picturesque lakes we reach St. Mary's river, which drains the overflow of Lake Superior into Lake Huron. Up this narrow, forest-bordered and charming water-defile, the steamer pursues a devious way for several hours until debarred by the rapids of St. Mary, where it makes its only stop between Owen Sound and Port Arthur.	
	4.00 P. M.		
730	WEDNESDAY	<b>Sault Ste. Marie</b> —There is a village on the Canadian side as well as on the Michigan side, at which latter all vessels must stop to pass through the canal by which the falls, or "Sault Ste. Marie," are avoided. The canal was built in 1853-5, and has two locks of 350 ft. each. Since then a new lock has been made, 515 ft. in length, and 80 ft. in width, admitting vessels of 16 ft. draught, and overcoming a rise of 18 ft. The width of the canal varies from 108 to 270 ft.—A garrison of U.S. troops, has enabled a large and busy village to grow up on the Michigan side. The fishing here is excellent, and a favorite sport is running the rapids in boats guided by Indians. Here will soon be built the bridge connecting the Algoma branch of the Can. Pac. Ry., with United States railways running westward to St. Paul.—After an hour's halt, the steamer enters L. Superior, and heads northwest, past Whitefish point (on the left) straight across the lake to Isle Royale and Thunder cape, protecting Thunder bay and the harbor of	
	12.00 NOON		
980	THURSDAY	<b>Port Arthur</b> —Described on p. 12. (FRIDAY OR MONDAY)	
	8.00 A.M.		

# CHICAGO LINE.

35

Toronto to Chicago : 518 Miles.

Miles from Montreal.	Chicago. Express.	Western Express.	STATIONS—DESCRIPTIVE NOTES.
	LEAVE. 8.30 P.M.	LEAVE. 8.00 P.M.	
0			<b>Montreal</b> —Quebec Gate Station ; see pp. 5, 6.
345	1.05	7.45 A.M.	<b>Toronto</b> —Union Station ; see p. 31.
343	1.15	7.55	<b>Parkdale</b> —See p. 31.
340	1.25	8.05	‡ <b>Toronto Junction</b> —Connection with trains to and from Montreal.
342	‡1.30	8.09	<b>Lambton</b> —See p. 31.
356	1.56	8.33	<b>Streetsville</b> —See p. 31.
357	2.06	8.43	<b>Streetsville Jc.</b> —See p. 31.
368	2.27	9.04	<b>Milton</b> Only the larger towns are given. The Western express stops at many intermediate stations.
393	3.25	9.58	<b>Galt</b>
403	3.50	10.17	<b>Ayr</b>
423	4.31	10.58	* <b>Woodstock</b> This is a well-populated and highly productive region, supporting some of the most flourishing communities in Canada.
433	4.49	11.17	<b>Ingersoll</b>
438	5.02	‡11.27	<b>Putnam</b>
457	{ 5.35 } { 4.50 } <i>Central Time from St. Thomas to Chicago</i>	{ 12.05 } { 1.10 } P.M.	<b>St. Thomas</b> —Town of about 10,000 inhabitants, doing much manufacturing. Railways to Port Stanley, Lake Erie, Junc. of Can. Pac. with Canada Southern line of Mich. Cent. R.R., which the train now follows.
552	7.32	4.12	<b>Essex Center</b> Cars are here run on
568	8.15	4.55	<b>Windsor</b> to large transfer steamer and the train is ferried across the Detroit river to Detroit.
569	{ 8.45 } { 9.15 }	{ 5.20 } { 8.00 }	‡ <b>Detroit</b> —Pop. 150,000. Largest city in MICHIGAN.
587	9.55	8.37	<b>Wayne Jc.</b> —Various roads southward.
599	10.20	8.58	<b>Ypsilanti</b> —Pop. 5,500. Many factories, and a great school.
606	10.38	9.12	<b>Ann Arbor</b> —Pop. 8,500. Seat of the state university.
645	12.03 MIDN'T	10.52	<b>Jackson</b> —Pop. 20,000. Large factories and site of state prison.
665	12.42	11.27	<b>Albion</b> —In the midst of farming lands.
677	1.04	11.47	<b>Marshall</b> —Pop. 4,000. Flour mills and granaries.
690	1.35	12.12 MIDN'T	<b>Battle Creek</b> —Pop. 10,000. A manufacturing town.
713	2.30	1.20	‡ <b>Kalamazoo</b> —Pop. 15,000. A beautiful and wealthy town.
762	4.08	3.03	<b>Niles</b> —Pop. 5,000. Surrounded by rich farms and orchards in Michigan.
798	5.30	4.32	<b>Michigan City</b> —Lumber-port on Lake Michigan, in INDIANA.
853	7.33	6.50	<b>Twenty-second Street.</b>
855	ARRIVE. 7.45 A.M.	ARRIVE. 7.00 A.M.	<b>Chicago</b> —Ill. Cent. R. R. station at the foot of Lake street.

\* The new Branch Line for London here leaves the Main Line.







